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SOURCE Newspapers as indicated.

PUSHES CONSTRUCTION OF RR TO VIETNAMESE BORDER;
REDUCES FREIGHT RATES IN CHINA

CONSTRUCTS BRANCH LINE TO CHEN-NAN-KUAN -- Hong Kong Hsing-tao Jih-pao,
 25 Sep 50

Canton, 24 September -- In view of the growing tension in international affairs, and to meet local needs, national officials of the People's government very recently decided to construct a branch of the Hsiang-Kuei-Ch'ien Railroad from Lai-pin (109 16, 23 42) near Liu-chou, to Chen-nan-kuan. This will be known as the Lai-Chen branch. It will be the most direct connection with Langson, a city in Viet Nam near the Chinese border.

The total length of this line will be 418 kilometers, divided into 35 stages. Work on the construction of the 70-kilometer section from Chen-nan-kuan to Ch'ung-shan (1) /Numbers refer to appended characters/ was commenced during the anti-Japanese war, but it had to be discontinued and the construction plans were lost. Consequently, it was not possible to resume work immediately after the area was taken over by the People's Liberation Army.

At present, the work of surveying the alignment has been completed. Liu Chen-huan (2) has been appointed chief of the Construction Office, and Wu Ch' un-p'eng and Hsiao Tsung-jen (4) deputy chiefs, with instructions to establish the office. The most difficult engineering work in this line is the construction of 22 large bridges and 57 small bridges. Nine construction gangs have been organized, also three track-laying gangs, two communication gangs, and two bridge construction gangs, all of which are to work simultaneously.

The military have assigned over 7,000 soldiers and 4,000 construction men to work on this project. These have been supplemented by the conscription of about 30,000 local laborers to do the earth work. In view of the urgency of this project, the sub-bureau of the Canton Railroad has orders from its superiors to assign all available railroad workers to this job, including the calling back into service of former employees who had left to take up other occupations. All such men have been notified to report voluntarily to the Bureau for assignment not later than 25 September 1950.

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DOUBLE TRACK SHORT SECTION NEAR CANTON -- Hong Kong Hsing-tao Jih-pao, 23 Sep 50

Canton, 21 September -- In view of the increasing traffic on the railroads centering at Canton, the Heng-yang Railroad Bureau has given orders to double track the section of the Canton-Chiu-lung Railroad from the Canton station to Hsi-ts'un (5), near the Sha Ho. No new work needs to be done on bridges and tunnels. The earthwork, involving the moving of some 17,400 cubic meters of earth, has been contracted out to government officials of two sections of the city as a labor-relief measure. On 17 September 1950, some 1,200 needy persons began work on this project. It is estimated that if the weather holds good and there is no delay in securing construction materials, the track laying can be finished and the track be in use before the end of November 1950.

ARMY BLASTS TUNNELS FOR LUNG-HAI RR -- Hong Kong Hsing-tao Jih-pao, 10 Sep 50

Sian, 9 September (Hsin-hua) -- Construction work on the Lung-Hai Railroad between T'ien-shui and Lan-chou, which was actively undertaken in the early part of May 1950, has reached Wu-shan. By the middle of August 1950, 1,200,000 cubic meters of earth and rock had been moved. Work has been started on the section from Wu-shan via Lung-hsi to Ting-hsi, and is now proceeding in the 4-kilometer-long Ch'lu-chia Hsia where the terrain is exceedingly precipitous and the current of the Wei River is swift and turbulent. The railroad alignment has to pass overhanging cliffs where large scale blasting of tunnels is required. Every day at noon and at dusk the echoes of blasts by a certain detachment of the People's Liberation Army reverberates through the valley as the work progresses.

ORDERS PROTECTION OF TREES ALONG RR -- Shanghai Wen-hui Pao, 28 Jul 50

Peiping, 27 Jul (Hsin-hua) -- On 15 June 1950, the State Administration Council issued an order for general distribution to all levels of the People's government concerning the protection of the trees that have been planted along both sides of the railroad tracks. Cutting down or otherwise injuring the trees is forbidden. Local officials and cadres are directed to instruct the people concerning the purpose and value of such trees to secure the willing cooperation of the people in their protection.

RR SABOTAGE CONTINUES -- Hankow Ch'ang-chiang Jih-pao, 9 Jul 50

Hankow -- According to items in the Railroad Workers' Paper (T'ieh-lu Kung-jen Pao) the extent of sabotage of railroad property is causing the railroad authorities no little concern. Typical incidents of this nature are as follows: On 14 April 1950 at the entrance to a railroad storage yard near Heng-yang, the bricks forming the base of a switch were ripped up and carried off. These were important for the safe operation of the switch and were not easily removed. Thus, it is evident that this was not the work of ordinary thieves. On the 16 April 1950, intentional damage to the track, at kilometer 904 between Wu-shih and Ta-k'eng-k'ou, caused the derailment of a train in which the locomotive overturned and the engineer and firman were killed.

The Heng-yang section during May 1950 and 32 cases of sabotage of telegraph wires, including the theft of 273.5 kilometers of copper wire and of 509.5 kilograms of iron wire. These thefts caused communication delays totaling 260 hours, or an average of more than 8 hours per day. During April 1950, there were 10 cases of theft of important pieces of mechanical equipment.

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The Railroad Workers Paper urges railroad men to cultivate friendly relations with the farmers along the line and secure their cooperation in patrolling and protecting the track and communication systems.

LANDSLIDE DELAYS TRAINS -- Hankow Ch'ang-chiang Jih-pao, 9 Jul 50

Hengyang -- On 1 July 1950, beginning at about 0800 hours, a large mass of rock on one side of a cut, 20 to 40 meters deep on the Canton-Wu-ch'ang Railroad, between T'ai-p'ing-li and Pai-shih-tu, about 751 kilometers south of Wu-ch'ang, broke off and blocked the track for more than 5 days. More than 4,000 cubic meters of rock debris had to be removed by an emergency force of over 700 laborers working at top speed, day and night. Freight traffic was interrupted until 7 July, although limited passenger traffic was maintained by passengers crossing the blocked section on foot.

No train was in the cut at the time of the collapse. A routing track patrol first noticed some fallen rocks on the track and also observed numerous large cracks above which indicated that further massive rockslides were to be expected. Signals placed on the track stopped trains from entering the danger zone, and the railroad authorities were notified of the extent of the avalanche of rock and earth which soon followed.

ORDERS CHANGE OF NAMES OF RR STATIONS -- New York Hua-ch'iao Jih-pao, 18 Aug 50

Canton, 4 August -- Upon orders of the Ministry of Railways, the Hengyang Railway Bureau has announced that the names of certain railway stations are to be changed to correspond with the names of the places where they are situated and to indicate clearly their locations. The names are all now in use. Names changed include the following:

<u>Original Names</u>	<u>New Names</u>
Wuhan	Wu-ch'ang
Wu-ch'ang Central	Wu-ch'ang South
Ch'ang-sha East	Ch'ang-sha
Nan-hsiang-kang	Ch'ang-sha South
Canton East	Canton
Kuei-lin South	Kuei-lin North
Ch'ang-Liu Central	Liu-chou
Liu-chiang North	Liu-chou North
Liu-chiang-ch'eng	Liu-chou East

FREIGHT RATES TO BE REDUCED -- Shanghai Wen-hui Pao, 28 Jul 50

Shanghai -- Upon orders of the Ministry of Railways, the Shanghai Railway Bureau has announced a new schedule of freight rates, applicable to the whole country, which is to go into effect on 1 August 1950. The average reduction amounts to about 11 percent. For rate purposes, freight is now to be classified into 30 classes, instead of 20 classes as heretofore. The old and new rates for some of the more important commodities are shown in the following table. The unit of charge is given in yuan per metric ton per 100 kilometers.

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<u>Commodities</u>	<u>Old Rates</u>	<u>New Rates</u>	<u>Reduction in %</u>
Rice, flour	403,464	273,060	32.32
Coal	118,517	111,520	5.90
Wheat	264,773	182,860	30.93
Industrial machinery	491,148	333,740	32.12
Cotton yarn	716,148	444,440	37.94
Cotton cloth	857,361	537,920	37.25
Newsprint	857,361	301,760	64.80
Cement	211,818	165,640	21.80
Cigarettes	1,620,580	865,920	46.56
Lumber	168,950	136,120	19.43
Tea	857,361	488,720	42.99

Under the new schedule, the classification and rates for transportation of goods inside the Great Wall for the most part agree with those in the Northeast; the differences are few and of minor importance. The principle of lower rates for long distances is preserved. For example, the rates on a certain commodity have been reduced by 18 percent on a haul of 1,000 kilometers and by 30 percent on a haul of 1,400 kilometers. Rates on less than carload lots are now only 70 percent greater than the carload rate, instead of 100 percent greater. Numerous other adjustments and improvements have been incorporated into the new freight schedule.

CHARACTERS

1. 崇 山
2. 劉震寰
3. 吳春鵬

4. 蕭宗人
5. 西 村

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